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Hongkong, 29th April, 1908. [a827]

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Hongkong, 1st April, 1909. [a549]

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Hongkong, 17th April, 1907. [a15]

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Hongkong, 21st September, 1905. [a104]

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Hongkong, 11th August 1909. [a33]

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[a34]

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Hongkong, 24th July, 1905. [a592]

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"Beaeside," 20, Macdonnell Road.  
Hongkong, 4th December, 1907. [a44]

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Hongkong, 5th October, 1908. [a43]

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[a1623]

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[a46]



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CARBOLIC ACIDA. S. WATSON & CO.  
LIMITED,  
THE HONGKONG DISPENSARY  
AND KOWLOON DISPENSARY,  
Hongkong, 19th July, 1909. [29]

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## The Daily Press.

HONGKONG, SEPTEMBER 2ND, 1909.

WHILE the REUTER'S telegram was  
published yesterday giving the substance of  
questions and answers in Parliament re-  
garding the Kowloon Railway contains  
nothing that the local community has not  
heard before, it is at least gratifying to  
observe that there are two or three members  
of the House of Commons who take an  
interest in the Colony of Hongkong very  
different from that of the anti-opium  
fanatics, who are continually proclaiming  
their ignorance of the place by declaring  
it to be "one of the blackest opium spots in  
the Far East." While it is evident from  
recent statements made in Parliament that  
the latter group would view without regret  
the financial embarrassment of the Colony,  
the interest which Mr. GINNELL, Mr.  
H. C. LMA and Mr. KESWICK have shown  
in the Kowloon Railway enterprise main-  
tains a more sympathetic attitude towards  
the taxpayers of Hongkong. In the re-  
plies of the UNDER SECRETARY OF STATE  
to the questions put by Mr. GINNELL in  
the House on Monday we have over again  
the answers given in the Legislative Council  
by H.E. the GOVERNOR. "The original  
estimate was very rough and never intended  
to be exact." Nobody expects an estimate to  
be exact, but, when the Colony pays a sum  
of something like \$40,000 for surveys and  
estimates, something better worth the money  
might have been expected than an estimate  
on which it is now contended no reliance  
whatever could be placed. Colonel SMITH'S

ovasive answer to Mr. GINNELL'S question,  
as to how the Railway could ever be made  
to pay (having regard to its capital  
cost) in competition with the shorter  
navigable river, should be carefully  
noted. The UNDER SECRETARY pointed  
out that the direct profit of the line  
was not the only matter to consider: "the  
indirect profit accruing from the improve-  
ment of trade facilities was far more im-  
portant." Looking at the matter from the  
Imperial standpoint, that is doubtless quite  
a sound view to take; but this small Colony,  
and not the wide British Empire, pays the  
interest on the loan, and will in time have to  
repay the capital, so that the question of  
whether any direct profit may be anticipated  
in the immediate future is one which most  
intimately affects the taxpayers of this  
Colony, who, when the railway is completed  
and paid for, will have to find the interest  
payable on a loan of about a million pounds  
sterling. We dealt more fully with all these  
points in a series of articles which have  
evidently come under the notice of Mr.  
GINNELL. The replies of Colonel SMITH  
to the questions asked by the hon. member  
for West Meath as we have already  
remarked, practically re-echo the utterances  
of H.E. the GOVERNOR in the Legislative  
Council, except on this one point of the  
remunerative character of the undertaking,  
and Colonel SMITH seems to be "hedging"  
somewhat on this point. When replying to  
a series of questions put by the same mem-  
ber in July, Colonel SMITH said: "It is  
confidently expected that either directly or  
indirectly, through the increase of trade with  
the interior of China, the Colony will  
be amply repaid for the money expended on  
construction." We all hope so; but the  
present point of interest is how long shall  
we have to wait for this great increase of  
trade? Unfortunately there can be no  
confident expectation of such an immediate  
increase of trade as will relieve the tax-  
payers from the apprehensions that a  
railway so heavily capitalised is, for some  
years, bound to be a burden on the finances  
of the Colony. The wording of the tele-  
gram in our yesterday's issue suggests that  
the Under Secretary has a glimmering of  
such a possibility. We trust it may not  
be overlooked when the Government comes  
to consider what amount of relief they will  
afford the Colony in connection with its  
loss of opium revenue.

Mr. Willard Straight arrived in Peking on  
August 19th, and has been staying in the capital  
as the guest of the Acting Minister of America,  
Mr. Fletcher.

Mr. W. H. Martin, who is proceeding home,  
relinquishes his position as general manager of  
the East Australian Gold Mining Co., but still  
remains in the company's service as consulting  
engineer. Mr. W. J. Oates is the new manager  
of the Co.'s mines.

To dispel the mistaken notion that Y. M.  
C. A. have no sense of humor, a Singapore  
contemporary draws attention to the programme  
of a forthcoming concert which has these  
two items:—4. Chairman's Remarks; 5. Song,  
"If thou wert dumb."

The Government has been notified by the  
Government of Bengal that the marine plague  
regulations in Orissa ports against arrivals from  
Hongkong have been withdrawn. Singapore  
and Burma have also removed their quarantine  
restrictions.

The hearing of the summonses against Mrs.  
Meyer of the Colonial Hotel and two com-  
plices for selling brandy not of the nature  
demanded was concluded at the Magistracy  
yesterday. Mr. Hazeland reserved his decision.

An old beggar, who has been banished from  
the Colony on several occasions, but who always  
returns, was charged before Mr. F. A. Hazeland  
at the Magistracy yesterday with being a rogue  
and a vagabond, and was sent to prison for a  
month.

At the Magistracy yesterday Mr. F. A.  
Hazeland fined five boatmen \$15 apiece for  
obstructing the approach to the s.s. *Kut Sang*.  
The owner of one of these boats, who obstructed  
the police in the execution of their duty, was  
ordered to pay a fine of \$25.

The return of the imports into and exports  
from the Straits Settlements for the quarter  
ended June 30th last, shows that there was an  
increase in imports of \$959,661, equal to \$111,951,  
as compared with the same period last year, and  
an increase in exports of \$1,940,039, or \$226,339.

While a native was asleep on a sidewalk in  
Portland Street, Yau-mat, a thief cut his pocket  
and extracted twenty-eight cents. As this was  
all the cash he could find, he decided to take the  
sleeper's umbrella, which was being used as a  
pillow. The thief's attempt to remove this  
awakened the sleeper, who secured his disturber  
and handed him over to the police. The  
defendant was charged before Mr. J. E. Wood  
at the Magistracy yesterday, found guilty, and  
sentenced to six weeks' imprisonment with hard  
labour and four hours' stocks.

The Pacific Mail Steamship Company and  
the Toyo Kisen Kaisha (San Francisco lines),  
commencing with the sailing of the s.s.  
*Siberia* from Hongkong on October 1st, will  
quote the same rate of passage from Manila  
to San Francisco, points in the United States  
and Canada, and also points in Europe, first-  
class, intermediate and second-class, as are now  
quoted by these Companies from Hongkong.

Last night H. E. the Governor entertained  
Commodore Tyndeman, commanding the Dutch  
squadron, to dinner at Government House, and  
the following were invited to be present:—Com-  
modore, Mrs. and Miss Lyne, Mr. Blanchflower,  
Commander Acton, Commander Board, Lt.  
Commander Heathcote, His Excellency  
General Sir J. Macbado, Senhor Cinatti,  
Captain Norton, Mr. Moxon, Colonel and Mrs.  
Bayard, Colonel and Mrs. Chanier, Captain  
Almeida, Colonel Dumbleson, Mr. and Mrs.  
Edkins, Mr. Bonnar, Mr. H. W. Slade, Mr.  
Tomkins, Colonel and Mrs. Lambert and Miss  
Lord, Consul-General J. H. de Reus, Mr. and  
Mrs. van Hou en, Mr. Welding, Mr. Bishop,  
Lieutenant Albarde, A.D.C. to Commodore  
Tyndeman, Captain P. H. van Voorthuyzen,  
H.N.M.S. *De Buffler*, Captain J. W.  
Ternyten and Lieutenant C. J. van der  
Hogge Spies, H.N.M.S. *Tropas*, Captain F.  
Finke and Captain-Lieutenant A. H. C. Heyden-  
bosch, H.N.M.S. *Koningin Regentia*.

The funeral of Mr. I. E. Ellis took place  
yesterday morning. The coffin was carried  
from the house to the house by his sons and  
grandsons, who performed a similar office at the  
cemetery. There was a large attendance of  
mourners. The deceased leaves a widow, three  
daughters, three sons, twenty-three grand-  
children and ten great grandchildren. He was  
born at Bardard in 1831 and learned what little  
the country could teach him. Subsequently he  
moved to Bombay, and after a period of service  
in the firm of Messrs. and Co. was transferred to  
their Shanghai branch, where he remained for  
five years. Health reasons determined his re-  
turn to Bombay, but three years later he came  
to Hongkong and joined the firm of Messrs. B.  
D. Sassoon & Co. The journey between the  
two ports at that time occupied seventy days.  
He saw the business grow to its present dimen-  
sions and his death removes a charming and  
interesting personality.

## VICEBOY YUAN IN HONGKONG.

Yesterday morning the Viceroy-elect of the  
Two Kwang Provinces, His Excellency Yuan  
Shu-shan, arrived here on board the steamer  
*Hsin Ming* from Shanghai, and was met on  
board the steamer by Captain Mitchell Taylor,  
aide-de-camp to His Excellency the Governor.  
Shortly afterwards His Excellency proceeded  
ashore in the Customs launch and landed at  
Blake Pier, where a guard of honour supplied by  
the Rajputs was drawn up to receive him. After  
inspecting the guard His Excellency and suite  
proceeded to Government House, the call being  
retained later by Sir Frederick Lugard. At  
noon His Excellency entertained the Viceroy-  
elect and members of his suite to dinner. In the after-  
noon the Viceroy partook of the hospitality of  
the Chinese Club, being entertained to tea.  
There was a large gathering of influential  
Chinese.

Mr. LAU CHU PAK, the president, in an  
address said:—On the 17th day of the 7th moon in  
the first year of the reign of the Emperor of China  
H. E. Yuan, the new Viceroy of Canton, en route  
to take up his office, call at Hongkong. It is  
out of regard for his worthiness, which we have  
long heard of, that we, members of the Chinese  
Club, assemble here to welcome him, and not  
as a matter of form that this is done.  
Since H.E.'s last mission to the Old  
City in connection with matters concern-  
ing the Canton-Hankow Railway, hardly  
five years have elapsed, and yet he has now  
been promoted from the rank of a Provincial  
Judge to that of a Viceroy. Were it not for the  
meritorious services rendered by him to his own  
country and the clear-sightedness on the part of  
the Chinese Government, how could such a  
rapid promotion be obtained? Now, among those  
who talk of introducing reforms to save China,  
no one would dispute the fact that all re-  
forms which are urgently needed, international  
relations with Foreign Powers ranks first  
on the list, but it must be admitted  
that one must put one's home affairs in  
order before one can tackle things abroad.  
So until the purity of the service is  
secured there need be no thought of reorganising  
home affairs. Hence success depends more  
upon the wisdom of the men to enforce the law  
than upon the usefulness of the law itself,  
and this is an accepted principle from time  
immemorial. It follows, therefore, that unless  
proper men are employed in the service, the  
introduction of reforms in the administration is  
but a mere name bearing no fruitful results.  
We have heard of H.E.'s ability as  
Governor of Shantung. He made it his  
first duty there to secure perfect purity in  
the service, whereby all officers under him  
learned to respect the law, and the people  
were delighted with his administration. More-  
over, he imparted vigour to the whole Province,  
so that everything is known to be in perfect  
peace and harmony. Now, upon His Ex-  
cellency's transfer to Canton, we may express the  
hope that the administration will be thoroughly  
organized and henceforth all matters con-  
nected with the municipality, army, educa-  
tion, agriculture, industry, commerce, rail-  
ways, &c. of the Two Kwangs will have far  
brighter times. Such is the fervent hope and  
prayer of all present.

The hearing of the summonses against Mrs.  
Meyer of the Colonial Hotel and two com-  
plices for selling brandy not of the nature  
demanded was concluded at the Magistracy  
yesterday. Mr. Hazeland reserved his decision.

## LATEST STEAMER MOVEMENTS

The *Apostle* str. Catherine Apostol from Calcutta  
left Singapore on the 1st instant, morning, and  
may be expected here on or about the 7th inst.  
The *Bank Line* str. *Kimerie* arrived at  
Vancouver on the 27th ultimo, and at Tacoma  
on the 31st ult.

## TELEGRAMS.

[Protected by the Telegraphic Message  
Copyright Ordinance 1894][REUTER'S SERVICE TO THE "HONGKONG"  
"DAILY PRESS."]JAPANESE ROYAL TRAVEL-  
LERS RETURNING.

LONDON, September 1st.  
Their Imperial Highnesses Prince  
and Princess Kuni have left London on  
their return to Japan, via America.

A representative of H. M. the  
King and Mr. Kato, the Japanese  
Ambassador, were present at the  
station.

## THE ANHUI CONCESSION.

LONDON, September 1st.  
Sir Edward Grey, replying to a  
series of questions concerning the  
Anhui mining concession, said it was  
true that the Chinese Government was  
offering £50,000 for the concession.  
The matter was now under considera-  
tion. It was not a question of the  
value of the ore, but the question of  
the rights of British subjects which  
is at stake. Those rights, however,  
were not quite so simple as they would  
appear. The case, which had been under  
consideration a long time, was  
one which, in his opinion, ought to be  
settled by compromise. The negotia-  
tions had not led to any result yet.  
The Chinese Government had put  
forward certain contentions as to  
whether all the obligations of the  
Company had been fulfilled. That  
was a matter for argument.

PURCHASE OF NOTED ART  
COLLECTIONS.

LONDON, September 1st.  
Messrs. Duveen and Co., the well  
known art dealers of London, who  
purchased Mr. Rudolphe Kann's  
collection in Paris, comprising 807  
lots, at a cost of nearly one million  
sterling, have now bought eleven  
"Old Masters" and a quantity of  
faints and objets d'art from Mr.  
Maurice Kann's collection at a cost of  
half a million sterling.

## DISOBEYING LAWFUL ORDERS.

Mr. M. S. Northcote charged his houseboy  
before Mr. F. A. Hazeland at the Magistracy  
yesterday with disobeying lawful orders.  
Complainant told the Court that before  
leaving for dinner with his wife he told his boy  
to wait for him. On reaching home at  
about 10.20 p.m. they found the house in dark-  
ness and had to wait about an hour before the  
boy came leisurely straggling back.  
The defendant's excuse was that as a rule his  
master did not return so early; consequently he  
did not expect him.  
His Worship imposed a fine of \$15.

CRUISE OF THE U.S. PACIFIC  
FLEET.

Admiral Sigsbee's armored cruiser squadron  
of the Pacific fleet, eight vessels, will be absent  
from the United States on its coming cruise to  
the East Indies, a little more than six months.  
It will visit Honolulu, Admiralty Islands,  
Manila, where the yearly target practice will be  
held, and the ports of Hongkong, Woorung,  
Kobe and Yokohama. Only two vessels, how-  
ever, will go to the Chinese and Japanese ports,  
except that the whole squadron will assemble off  
Yokohama January 19th, on which day it will  
start home, touching at Honolulu and reaching  
San Francisco February 15th.  
Leaving San Francisco September 5th, the  
squadron will arrive in Honolulu September  
11th, where it will remain nearly a month. It  
will leave October 5th for Nares harbour,  
Admiralty Islands, where it will arrive October  
19th, remaining six days, and reaching Manila  
November 1st for a month's stay. Returning  
home, Honolulu will be reached February 1st  
for a week's stay.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued  
the following report:—The barometer has  
fallen in E. Japan owing to the depression,  
which is moving Eastwards over Hokkaido.  
Pressure has increased moderately and is now  
high over N. China. High pressure covers the  
Pacific also in the neighbourhood of the Bonins.  
Variable winds, light to moderate, may be  
expected in the Formosa Channel and light  
N.E. winds over the N. part of the China Sea.  
—Hongkong—rainfall for the 24 hours ending  
at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon  
to-day is as follows:—

Hongkong & Neighbourhood	Variable winds, light; fair.
Formosa Channel	Variable winds, light to mod't.
South coast of China between Hongkong and Lamooka.	Same as No. 1.
South coast of China between Hongkong and Hainan.	Same as No. 1.

HONGKONG LEGISLATIVE  
COUNCIL.

A meeting of the Hongkong Legislative  
Council was held yesterday in the Council  
Chamber.

The following were present:—  
HIS EXCELLENCY THE GOVERNOR, SIR  
FREDERICK JOHN DEALTRY LUGARD,  
K.C.M.G., C.B., D.S.O.  
Hon. Mr. A. M. THOMSON (Acting Colonial  
Secretary).  
Hon. Mr. C. M. T. MESSER (Colonial Treasurer).  
Hon. Mr. P. N. H. JONES (Acting Director  
of Public Works).  
Hon. Mr. A. W. BREWIN (Registrar-General).  
Hon. Mr. F. J. BAILEY (Capt. Superinten-  
dent of Police).  
Hon. Dr. Ho Kai, M.B., C.M.G.  
Hon. Mr. E. OSBORNE.  
Hon. Mr. E. A. HEWITT.  
Hon. Mr. MURRAY STEWART.  
Hon. Mr. WEI YUK C.M.G.  
Mr. C. CLEMENT (Clerk of Councils).

MINUTES.  
The minutes of the last meeting were read  
and confirmed.

## FINANCIAL MINUTE.

The COLONIAL SECRETARY, by command of  
His Excellency the Governor, laid on the table  
Financial Minute No. 39, and moved that it  
be referred to the Finance Committee.

The COLONIAL TREASURER seconded, and  
the motion was agreed to.

## FINANCIAL.

The COLONIAL SECRETARY, by command of  
His Excellency the Governor, laid on the table  
the report of the Finance Committee (No. 13)  
and moved its adoption.

The COLONIAL TREASURER seconded, and  
the motion was agreed to.

## LIQUOR LICENCES.

The COLONIAL SECRETARY announced that  
it was not intended to proceed at the present  
meeting with the resolution under section 6 of  
the Liquor Licences Extension Ordinance, 1908.

## MAGISTRATES' FINES.

Hon. Mr. STEWART asked:—"Is it a fact  
that, as stated in the newspapers, a coolie  
was fined \$25 at the Police Court for  
playing a dice game in the street, and that, in  
the same Court on the same day, fines amounting  
to less than half that amount were imposed in  
the case of a conviction for being drunk and  
disorderly in Morrison Hill Road, and  
unprovokedly assaulting and wounding Mr.  
Blowey by striking him several times on the  
head with a heavy stick?"

The COLONIAL SECRETARY replied:—"In the  
former case Mr. J. R. Wood inflicted a fine of  
\$25.00 for street gambling on the 27th August.  
The police reported that gambling in this par-  
ticular locality was persistent and that they had  
been unable hitherto to make arrests.  
In the latter case Mr. F. A. Hazeland im-  
posed a fine of \$12.00 on a Japanese  
on the 27th August for being drunk and  
disorderly and for a common assault. The  
Magistrate took into consideration the very  
drunken condition of the man and the fact that  
he was quite ignorant of what he was doing.  
The Magistrate considered the fine inflicted  
quite sufficient under the circumstances."

MAGISTRATES' AND CRIMINAL LAW  
AMENDMENT ORDINANCE.

The COLONIAL SECRETARY moved the  
first reading of a Bill entitled "An Ordinance  
to amend the Magistrates and Criminal Law  
Amendment Ordinance, 1909."

## The COLONIAL TREASURER seconded.

HIS EXCELLENCY—Gentlemen, the memo-  
randum which is attached to the Bill which it is  
proposed now to read for the first time gives  
more or less fully the object which we have in  
introducing this Bill. You will remember that the  
clause which it is now proposed to repeal met  
with some opposition in this Council at the time  
the Bill was passed, but no alternative was offered  
which should have any prospect of checking the  
insanitary and disease-producing habit which it  
was the object of that clause to combat. It  
was suggested that notices should be posted and  
that spitting should be provided. Both those  
steps have been taken, but I think I may  
say, however effective measures, of that sort are  
likely to be when first instituted, they almost  
inevitably become a dead letter in the course of  
a short time. The clause was intended to give  
power to the Government to make regula-  
tions, not with a view to prohibiting spit-  
ting, but to controlling it in certain public  
places. I may observe that these regulations in the  
circumstances should be either harsh or  
draconic. But I had it in mind that they  
should prohibit the habit in the  
market, where food is exposed for sale, except in  
such receptacles provided; and also that any  
procedure under the regulation, should be  
by way of summons and confined to aggravated  
cases. That only European police should be  
allowed to arrest persons, and then in  
cases where a previous warning had been  
disregarded; and that newcomers just arrived  
in the Colony should not be made amenable.  
Since the Bill has passed the Council the  
Chinese members of the Council have ap-  
proached me and told me it is their intention  
to inaugurate an anti-spitting committee for the  
total suppression of the habit by education and  
persuasive means. They told me that some  
eighty of the leading members of the Chinese  
community had volunteered to support this  
association, and to conduct it with energy, and  
earnestness, and success. I have always said in  
this Council, gentlemen, since I have been  
here that in my opinion methods of co-operation  
are in every way to be preferred to methods  
of coercion. (Hear, hear.) I welcome, therefore,  
most cordially the initiative taken by members  
of the Chinese community with a view to  
checking the habit. Co-operation and coercion  
cannot exist side by side, therefore the Bill  
before you to-day suggests the repeal of the  
clause which should give power to the  
Government to make regulations to prohibit  
spitting. I recommend it to you, trusting

entirely to the pledge or promise of the  
leading members of the Chinese community  
that they will do, to use their own words, every-  
thing in their power with earnestness and with  
energy, and I wish them in every way success.  
(Applause.)

The Bill was read a first time.

## OPIMUM CONSOLIDATION ORDINANCE.

The COLONIAL SECRETARY moved the second  
reading of the Bill entitled "An Ordinance to  
amend and consolidate the Laws relating to  
Opium and its Compounds."

The COLONIAL TREASURER seconded.

Hon. Mr. STEWART—Your Excellency,

Inasmuch as the principle of this Bill appears  
to be the elementary business one of mak-  
ing as clear as possible the terms of a prospec-  
tive contract, no unofficial member is likely  
to oppose it. The only comment I have to  
make is upon the Government's failure to  
apply it thoroughly when dealing with the case  
of this particular contract a couple of months  
ago. A couple of months ago this principle was  
advanced throughout in the debates on the  
second and third readings of the Bill closing  
the opium divans. The plea of urgency was  
based upon it. Unofficial members were in-  
formed that there was pressing need for passing  
that Bill promptly, because until its provisions  
in final form were made known, the terms for the  
new farm advertised, and the tenders got in,  
the Colonial Treasurer could not possibly  
tell what the loss on closing the divans would  
amount to, the Secretary of State could not say  
what proportion he was prepared to bear,  
and the work of preparing the Estimates  
could not be proceeded with. Before all  
things, it was said to be necessary that  
the details of the new conditions under  
which henceforward the Farm will be held,  
should be left in no uncertainty. The impor-  
tance of this was put forward as a reason for  
declining to accept an amendment providing a  
suspensory clause. A suspensory clause was  
objected to as opening a chink through which  
doubt might conceivably creep in. Stress was  
laid upon the difficulties liable to be engendered  
by indeterminate conditions. The condi-  
tions had to be beyond doubt, and they had to  
be advertised without delay. They were adver-  
tised immediately after the Bill passed and for  
many weeks subsequently. The assumption was  
that everything had been done to make the  
position clear. It therefore came as a surprise  
to find that all the time the regulations embod-  
ied in this Bill were in process of incubation.  
We now learn that until they are hatched out  
it is impossible to proceed in a satisfactory  
manner, with the business of negotiating.  
Your Excellency's introductory remarks last  
week made this plain. From them I gathered  
that the new Bill materially affects the position  
of the prospective farmer. This impression is  
confirmed by a perusal of its clauses. It would  
seem therefore, that there was really no rush  
pressing need, after all, for hurrying through  
the previous measure; and that all the  
subsequent advertisement has been so  
much waste of time and money. Two  
months ago I did not feel fully persuaded  
of the need for expedition. Now it is evident  
that then there was none. It is equally evident  
that, by this time, there must be. The unofficial  
members are therefore forced to agree once more  
to the adoption of those somewhat hasty  
methods of law-making, which are nowadays  
largely employed elsewhere, but which are  
nevertheless to be deprecated in a deliberative  
assembly.

HIS EXCELLENCY—Gentlemen, what the hon-  
member at the end of the table has said is to a  
certain extent correct. That is to say, that  
when the amending ordinance was before the  
Council we believed that that would meet all that  
was required for inviting tenders for the coming  
farm. But you are aware that there are a series  
of ordinances dealing with opium, and a series  
of amending ordinances have from time to time  
been passed under those ordinances. The result  
has been that the law has become somewhat  
complicated and somewhat chaotic; and that on  
a close examination of the various ordinances it  
appeared that there were some clauses which,  
as I said in my remarks at the last Council meet-  
ing, were confusing, if not contradictory. I  
don't think that the Government can be held  
very seriously to blame for the condition of  
things, and I don't agree with what the hon.  
member said about the alterations in  
the Bill very materially and seriously  
affecting the farm. In my view they  
are unlikely to cause any alteration in the  
tender. The legislation which we undertook a  
short time ago had, at any rate, this effect: that  
the amending ordinance which was sent home  
to the Secretary of State obtained his approval.  
We therefore settled beyond doubt the question  
that our policy is in accordance with that policy  
for which the Secretary of State promised  
us a substantial consideration if it involved  
any loss to this Colony. We had hoped and  
thought that legislation in connection  
with opium would cease for some considerable  
time when that last amending ordinance was  
passed, and it is not the case that the present  
consolidating ordinance has been a long time in  
incubation, or was conceived or thought of at  
the time, or for sometime after, the amending  
ordinance was passed. There was at that time a  
need for haste in order to call for tenders. Those  
tenders were called for, and the general condi-  
tions surrounding the contract for opium in  
this Colony have no doubt been studied and  
appreciated by tenderers. Such minor restric-  
tions which appear in the ordinance now to be  
discussed will, as already said, be unlikely to  
affect materially those who intend to tender.

Council then resolved itself into a committee  
of the whole Council to consider the Bill clause  
by clause.

HIS EXCELLENCY explained that, in the  
absence of the Attorney-General, he proposed to  
pilot the Bill through committee. The Bill  
embodied three principal ordinances, the Raw



Opium Ordinance of 1837, the Prepared Opium Ordinance of 1891, and the Morphia Ordinance of 1899. Under those three principal ordinances a series of amending ordinances had been incorporated from time to time. The definition of prepared opium was new, having been taken from the Straits ordinance. The definition of compound opium had also been revised to tally with the definition of prepared opium, while the definition of opium dross was new. Morphia in all its forms, while the definition of raw opium was new. The definition of a chest of opium had also been slightly amended, while in the definition of the Colony words were added to show that there was no doubt that the new Territory was included in this Ordinance.

On clause 55, Hon. Mr. Hewart said this clause was very vexatious, and ought to be left out, as it was quite unnecessary. It could not be said that it had been abused. It was just as well to say that a ship passing through the Straits from China to London would have to provide a manifest of all her cargoes, because on certain of the goods an import duty was charged in France.

His Excellency explained that the clause was desired to prevent a ship arriving in port with opium for another port from transhipping here.

Hon. Mr. Hewart said the fact of handing in a manifest would not guarantee that a steamer between Yokohama and Bremen passed about a dozen ports, in all of which duties were charged. It would be just as well to say that the ship should hand a complete manifest in at each of these ports, and that would be absurd.

His Excellency—Would you prefer to have that section left out?

Hon. Mr. Hewart—Undoubtedly, Sir.

Hon. Mr. Osborne—Substitute a penalty for landing.

Hon. Mr. Hewart—The final words "producing a false manifest" cover it. That is to say, a ship has cargo which has not been declared.

Hon. Mr. Osborne—Any shipmaster landing morphine not declared is liable to a very heavy penalty.

The clause was altered to read, "Any master of a vessel carrying morphine or compounds of opium in transit through the Colony under a through bill of lading, who shall discharge such morphine or compounds of opium in the Colony without declaring the same to the superintendent, shall be guilty of an offence under this Ordinance."

On Council resuming,

The Colonial Secretary said—As it is desirable that this Bill should be passed as soon as possible, with the Council's permission I will now move the third reading.

The Colonial Treasurer seconded.

Hon. Mr. Stewart—Sir, with reference to the remark I made preparatory to the second reading, I should like to say that I did not intend to convey the impression that I had gone carefully through this Bill clause by clause comparing it in every detail with the original ordinance. That colossal undertaking would perhaps almost be impossible for anyone having other work to do. By what I said I meant to indicate that I had read through them sufficiently to realise that the whole of the law on the subject had been recast; and by saying that the Bill materially altered the conditions under which the new law will be held, I meant that anyone contemplating tendering for the farm would have to begin at the very beginning, and to study *de novo* the conditions of the recent law on the subject. As the word "material" is liable to misunderstanding, I desire to explain my use of it. It was possibly clumsily used.

The Bill was read a third time and passed.

**RATING ORDINANCE AMENDMENT.**

The Colonial Secretary moved the third reading of the Bill entitled an Ordinance to amend the Rating Ordinance, 1901.

The Colonial Treasurer seconded, and the Bill was read a third time and passed.

**DOGS AMENDMENT ORDINANCE.**

The Colonial Secretary moved the third reading of the Bill entitled an Ordinance to amend the Dogs Ordinance, 1893.

The Colonial Treasurer seconded, and the Bill was read a third time and passed.

**BILLS POSTPONED.**

The following orders of the day were postponed—

Second reading of the Bill entitled an Ordinance to authorise the Construction and Maintenance of a Harbour of Refuge upon and over certain portions of the Sea Bed and Foreshore situated upon the Harbour frontage of Taikok-tai, Mongkok-tai, and Yau-nat, Kowloon, in this Colony.

Committee on the Bill entitled an Ordinance to amend the Malicious Damage Ordinance, 1865.

Committee on the Bill entitled an Ordinance to relieve the Governor-in-Council of certain ministerial duties.

His Excellency—Council will adjourn until Thursday week.

**FINANCE COMMITTEE.**

A meeting of the Finance Committee was then held, the Colonial Secretary presiding.

The following vote was passed—

**PUBLIC WORKS EXTRAORDINARY.**

The Governor recommended the Council to vote a sum of Three thousand two hundred and seventy-seven Dollars (\$3,277) in aid of the vote, Public Works, Extraordinary, Quarantine Station at Lai-chi-kok, Hospital, Approach Path, &c.

**HOW TO BE BEAUTIFUL.**—Keep your complexion, Mrs. Ellen's Creams, Lait Chantant and Special Skin Tonic and Poudre Chantant will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents, 143

## SUPREME COURT.

Wednesday, September 1st.

IN ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR F. PIGOTT).

CRIMINAL CONVERSATION.

The hearing was continued of the action in which Captain T. A. Mitchell, of the Indo-China Steam Navigation Co., proceeded against John Lemm to recover \$15,000, general moral damages, and \$17,187.23 special damages for money paid and payable in connection with divorce proceedings in Edinburgh.

Sir Henry Berkeley, K.C., instructed by Mr. H. W. Looker (of Messrs. Dancon, Looker and Deacon) appeared for the plaintiff, while the defendant was represented by Mr. M. W. Slade, who was instructed by Mr. P. M. Hodgson (of Messrs. Evans and Hartson).

The jurors were—Messrs. E. J. Hughes (foreman), J. W. Bolles, E. Shellin, M. S. Northcote, G. C. Moxon and E. H. Hinds.

Mr. Slade, in opening the case for the defence, reminded the jury that they were bound to give their verdict according to the evidence. That meant according to the evidence as it was given in the Court and not according to such rumours, insinuations or stories which they might have heard outside. In a little place like Hongkong it was almost impossible for seven men to be got together to adjudicate upon a case which had excited any public interest at all without their having heard a number of stories, rumours and insinuations against one party or another which necessarily had an effect upon their minds.

If they had heard stories to a man's discredit for years past anyone was inclined to think badly of him. But when they came into a court of law and they were on their oath as jurymen they must endeavour to do that exceedingly difficult thing—to look at the evidence from a detached point of view and to endeavour to consider that evidence fairly and get rid of such prejudices as they might hold. The facts of the case were not very long or complicated. Mrs. Mitchell and Mr. Lemm made each others' acquaintance on board the steamship which carried them both from Australia to Hongkong in the year 1898. They were both born in New South Wales and had lived for the greater portion of their lives in that Colony. They had not met before, but it appeared that their respective fathers were friends and that Mrs. Mitchell knew Mr. Lemm's father. So there was a family connection, so to speak—a certain amount of community of interest between them.

Mrs. Mitchell was travelling with her 10 year-old daughter and Mr. Lemm was with his wife and two children. The two parties became friendly and in due course they reached Hongkong. Mr. and Mrs. Lemm went to live in a house at Robinson Road, Hongkong, and the families continued on friendly terms.

The first Mrs. Lemm had been represented to the jury as an invalid. Captain Mitchell had made rather a point of that. It was true in a sense, but not in the sense in which the observation was made to the jury. She was a lady of weak health undeniably, but during the time she was in Hongkong she was never laid up more than a day or two at a time, and she was always going about and living the ordinary life of a lady of her position in the Colony. The climate did not agree with her, undoubtedly, and she was by no means robust, but they could not say that she was an invalid in the sense of being materially incapacitated. In November, 1898, Mrs. Lemm's health broke down, and it was decided that she and her children should go to the healthier climate of Australia. Consequently, Mr. Lemm was left alone in his house in Robinson Road, but it was too big for him, and he and Mr. Watkins arranged to move together in Kowloon, where it would be cheaper to live; Mr. Watkins had taken the house No. 3, Granville Road, and Mr. Lemm got a tenant for his house in Robinson Road, as the wife of the outgoing tenant was ill and could not leave the house at the stated time; Mrs. Mitchell, who was then staying in Granville Road, offered Mr. Lemm her spare room, and he stayed with her for 24 or 25 days, until his house was ready, meanwhile the two gentlemen had made arrangements with Mrs. Mitchell to take their meals or have them sent over. Later in the same year the mess was increased by the addition of Mr. Frederick Lemm, Mr. Lemm's brother. That was the arrangement which continued during 1899. What was the evidence that adultery had been committed? The evidence was that Lemm stayed for almost a month in Mrs. Mitchell's house. She was not alone. She had with her her daughter, and if a man went to live in a married woman's house under such circumstances and was suspected of adultery, then Heaven help poor unprotected men! It was ridiculous to ask the jury to believe those two people were guilty of impropriety. There was no more efficient chaperon for any woman than her own daughter, a girl of eleven or twelve years. They could hardly conceive a woman so depraved as to venture to do anything improper which might come to the notice of a girl of such tender years. There was not the slightest secrecy about the arrangement. It was known to Captain Mitchell, who dined with them and who expressed his approval, as it gave Mrs. Mitchell an opportunity of increasing her income, as they were not too well off at that time. There was not a jot or tittle before the jury to prove familiarity of any kind between Mr. Lemm and Mrs. Mitchell. It had only been shown that they had been often in company. There had been no evidence of any endearing expressions, or kissing or embracing, yet the jury were asked to infer from the fact of these two people being together that they had committed adultery. If they got rid from their minds of the overwhelming prejudice against Lemm, they could not fail

to come to the conclusion that there was no evidence of guilty relations between the parties. Trading the course of events in 1900, Counsel referred to the rich incident, which Captain Mitchell had dressed up for their consumption. Captain Mitchell said he came up from the south on a Sunday night, and the rich came up to the house after Mrs. Mitchell and he had retired. But Mr. Lemm was then living in Granville Road, three doors off, and there was nothing extraordinary in his calling at the time. Captain Mitchell said nothing at the time to Mr. Lemm about the incident. He had dressed it up for the consumption of the jury. He was undeniably hostile to Mr. Lemm and was determined to recoup himself at Lemm's expense for his costs in connection with the divorce. His imagination had come to the help of his memory, and the result was the story he told them. Mr. Slade then criticised the statements of the "willing friend," Captain Major, who remembered opportunely in the box events which he failed to narrate three years before when under examination. He asked them to do their duty as jurymen and to find a verdict according to the evidence, and he submitted they could not give any weight to the evidence. There was a long gap, and no evidence of adultery was alleged in the years 1901, 1902 and 1903. There was no allegation of misconduct until October, 1904, when the first visit to Macao took place. Apparently the attitude of Captain Mitchell was to charge Mrs. Mitchell every moment she was in the Colony with adultery with Mr. Lemm. Counsel then referred to the "extraordinary incident" when Captain Mitchell met Mrs. Lemm in the middle of Queen's Road weeping. Why should she select Queen's Road in which to weep? She was living in Kowloon. Counsel described the story as incredible, and ridiculed the story told with regard to Erance Villa. Captain Mitchell had left his wife and made her a very small allowance. What more natural than that her fellow countryman should assist her? The old messing arrangement was practically revived. He took French lessons along with the daughter, and they also decided to learn shorthand together—doubtless a pleasant occupation, as she was a charming girl.

John Lemm, the defendant, was then called. He stated that he was an architect practising in this Colony, which he left in December last for a holiday. At Honolulu he received a telegram stating that Mitchell had obtained a prohibitory order against his lands. His Lordship said he would tell the jury that Lemm did not keep out of the way, and that the plaintiff did not unnecessarily press the case.

Defendant then stated he came to the Colony first in 1899, when he came up from Sydney accompanied by his wife. On the voyage he met Mrs. Mitchell, whose relative he knew. His wife and he continued on friendly terms with Mrs. Mitchell. He met Captain Mitchell later. His wife left for Australia in November, 1898, with her children. Witness then bore out the statement of Counsel with regard to the letting of the house and the messing arrangements. Witness denied having ever committed adultery with Mrs. Mitchell, and explained the rich incident by stating that, when he got out of the ferry his brother informed him that Captain Mitchell was home, and accordingly he stopped his ricksha at Mitchell's house in order to call. Capt. Mitchell came downstairs in his pyjamas and they chatted together in the drawing room. Mrs. Mitchell later coming downstairs.

Mr. Major says he has seen you going into Mrs. Mitchell's house during her husband's absence at all hours of the night and he watched and saw that you did not come out until the early hours of the morning. Is that so?—No. It can't be true?—It is not true that I came in the early evening and left in the early hours of the morning. It might be that we had been to the theatre and I had gone in to have a cup of coffee or something.

Were you a frequent visitor at the house?—Yes.

Were other people frequent visitors?—Yes, frequently.

Witness stated that when he visited Macao on the first occasion with Mrs. Mitchell they were all at the time. He wrote in the register, "Mr. Lemm, Mrs. Mitchell and friend." He thought "friend" was a joke, because Mrs. Mitchell used to say that her daughter was the only friend she had, and he would then ask "where do I come in?" The signature had apparently been altered since, but the alterations had not been made by him. Witness never visited Mrs. Mitchell's room during their stay, nor did she enter his room.

Mrs. Mitchell and her daughter slept together. Witness then spoke to the second visit to Macao, when Mrs. Mitchell and her daughter occupied the room they had done before. He occupied the adjoining room.

Look at that signature, "J. Denning"? Did you write that?—I have written J. Lemm and the H. K.

What alteration has been made?—The "L" has been made into a "D," part of the first "M" is destroyed, and other letters added.

Was that change made by you?—No. Part looks like Mrs. Mitchell's.

It has been suggested that you committed adultery with Mrs. Mitchell on that occasion. Is that true?—It is not true.

Was there any concealment about your visit?—None whatever.

It has been suggested that you paid for Mrs. Mitchell?—No, it is not so. Mrs. Mitchell on the October visit gave me the money to pay her account.

And on the other occasion?—We each paid our own account.

Witness stated that in 1905 he took his meals at Erance Villa. He considered Mrs. Mitchell

badly treated, and he went there for dinner in order to help Mrs. Mitchell to make a little money by selling Chefoo-lao and the daughter by selling paintings. They were deserted by all their friends. He visited them in order to have French lessons with Mrs. Mitchell. They also painted together, witness working in water colours, and Miss Mitchell in both. She sold pictures—some to Mr. Medy.

Nothing else?—For shorthand. Miss Mitchell had learned shorthand at school and I went through the first book of Pitman's Shorthand with her. I am afraid I don't remember very much about it now.

How old was Mrs. Mitchell?—In 1905 she was 16 or 17 years. She was 21 last May.

Was she a good looking girl?—Yes, very bright and a very clever.

Were you on friendly terms with her? Do you like her?—Yes, it was as much in her interest as her mother's that I helped them.

Witness was then questioned as to his daily routine and to his habits at Erance Villa. He denied that he took his liquors in Mrs. Mitchell's room, or that he entered her room in his pyjamas; neither was there any truth in the charge that he had committed adultery with her in 1905 in the months stated.

Is that a good likeness of Mrs. Mitchell?—A very flattering likeness.

Was Mrs. Mitchell, to use a vulgar expression, a lady who wore well? Did she retain her good looks?—She never was good looking in my opinion.

Had she deteriorated very much in appearance?—Very much.

Sir Henry Berkeley then cross-examined witness.

You know that Captain Mitchell is divorced from his wife?—I understand so.

You gave evidence on commission before the Registrar on her behalf?—Yes.

You know that Captain Mitchell in the proceedings for divorce charged his wife with adultery with you?—And three or four others. Yes, I believe so.

You know it?—I don't remember seeing any document.

You know as a fact that you were charged?—I suppose so.

Not suppose so. Didn't you give evidence explicitly denying the allegations?—Yes.

Therefore you knew the charge was made and you denied it?—Yes.

Before the Commission you categorically denied the charges of adultery against you?—Yes.

Did you take any steps to have yourself made a party to the proceedings in Scotland?—I did not.

His Lordship—You are getting on delicate ground. You can't make the slightest use of the proceedings in Scotland.

Sir Henry Berkeley—I am not going any farther.

Witness was next questioned as to the visit to Macao. He denied going with Mrs. Mitchell to Macao. He met her on the steamer.

Do you mean to say you did not know Mrs. Mitchell was going to Macao on that occasion?—I did not.

It was a mere coincidence?—It might have been.

Mr. Slade—There is no charge whatever made with regard to this.

Questioned as to a man named Caster having slept in Mrs. Mitchell's house, witness said he informed Captain Mitchell of the occurrence. He believed the man had since died. Captain Mitchell was mistaken when he said witness had not told him he slept in his house.

You deny that?—Yes.

Not because you feel bound to protect the honour of the woman?—It is not.

Captain Mitchell swears falsely when he says you did not tell him?—I cannot help what he swears.

Why didn't you go to a hotel instead of going to a room in this lady's house?—Because I had furniture to store.

Why didn't you store your furniture and go to a hotel?—It was more convenient to do as I did.

Did you not think it was likely to hurt the good name of the lady?—I didn't.

Would you have done it if you thought it would?—It never struck me.

It never struck you?—Half the ladies in Kowloon keep boarders.

Their husbands reside in Kowloon?—Yes.

Witness spoke to Mrs. Mitchell coming to his house to arrange pictures. He had an office there, where he worked frequently in pyjamas, but he always dressed and went downstairs to receive her.

Questioned as to the statement of Captain Major that he heard defendant whistle on approaching Mrs. Mitchell's house, and that there was an answering whistle, witness denied that there had ever been any whistling.

Can you whistle?—Yes.

Do you say that when Captain Major swears he heard you whistle and heard an answering signal that he swears falsely?—Somebody else might have whistled.

His Lordship—Did you whistle?

Witness—I have known Mrs. Mitchell eleven years and there has not been any whistling.

Witness denied that he entered Mrs. Mitchell's house late at night, and asserted that Major could not have seen the entrance to the house if he were lying on the verandah of his house. Witness denied that when he called at Mrs. Mitchell's house on the night of the "rich incident," the boy said in a warning tone "Master have come." He came from St. Peter's Church that night. He was a regular churchgoer. He denied that his visit was made with a view to adultery. Witness married a second time in 1902, but he did not live happily with her. She suffered from hallucinations and alcoholism. She did not uphold him with being too familiar with Mrs. Mitchell. He had said he would like to be separated from her.

On arch 8th he received a letter from Captain Mitchell stating that they would cease to meet as friends.

Notwithstanding that you visited her when she came back?—His letter covered himself; not her.

How do you reconcile that?—It might have been indiscreet, but I was her only friend, her only true friend in Hongkong. You said that one of your reasons for going to this lady's house was because she was deserted by everybody?—Yes.

I put it to you that that desertion was due to the improper relations between yourself and her?—Probably due to rumours.

Due to rumours?—Jealousy.

Were the ladies jealous of you?—I took them out to the theatre.

What do you mean? Are you a lady's man? I won't press that. You admit that the desertion was probably due to unfounded rumours of improper relations between you and her?—I suppose that was it. People's evil imaginations.

Do you not think that a man like you, of whom the other ladies were jealous, constantly going to this lady's house was not likely to create this feeling in the neighbourhood?—I don't understand you.

You took this lady to Macao?—We went over to Macao.

You took her there?—I did not pay for her. You did not pay for her?—Well, I paid for her on the steamer.

Sir Henry Berkeley—Then I am right this time. You did pay for her?

His Lordship—Not at the hotel?—Witness—No.

Sir Henry Berkeley—Not at the hotel?—No. Not the cost of a small lunch?—No.

You took the ladies to Macao and did not pay for their lunch?—I did not take them. You innocently took the ladies to Macao and did not pay for their lunch?—They paid by the day.

Do you expect us to believe that you took a party of ladies to Macao and made them pay their hotel expenses?—I did not pay.

You paid their fares?—Yes, the same as I would any other lady.

Any other lady?—Yes, any lady I know. Mr. Marques says you paid the chits?—I paid my own chits.

You paid her chits?—She gave me the money.

I put it to you that you signed the chits "John Lemmert"? I never signed a chit in any other name but my own.

The hearing was adjourned until to-day.

**EVANGELISTS IN HONGKONG.**

A larger audience faced the missionary party last night when his Lordship the Bishop of Victoria presided and extended a welcome to the evangelists. Mr. Alexander introduced several hymns and as usual acted the part of chorister. He commented freely on the words of the hymns and makes frequent use of Bible references which he does not elaborate, leaving the auditor to supply the text.

For instance he will mention "John three and one," but he does not give the words. Mr. Wilber Chapman is undoubtedly an impressive speaker and his remarks last night, brief though they were, gripped his hearers. He illustrated the theme that "love never fails." Mrs. Norton contributed a solo, Mr. Alexander conducted another song service, and Mr. Davis gave an address regarding the work of the New Testament League, followed by Mrs. Alexander.

**KULANGSU ISLAND.**

The Treaty of Amoy has lately received instructions from the Waiwupu to negotiate with the Foreign Consul for the restoration of the right of policing Kulangsu Island to China, and conferences are being held to discuss the matter. Those who are well versed in foreign affairs claim that that island is not on the same footing as a settlement and that China's request ought to be complied with. The treaty of Amoy are also negotiating with the Kiangsu Telephone Company for the purchase of the concern in accordance with the agreement entered into between the Chinese authorities and the Company five years ago. The Company has asked for \$8,000 and the gentry have offered \$4,000, but it is probable that a compromise will be effected.

—*Shanghai Times.*

**SHANGHAI TRADE.**

Messrs. Ilbert and Co.'s Pisco Goods Market Report says—

Our market is quiet, but firm, buyers still maintaining a very cautious policy, and with the exception of a few parcels picked up here and there at comparatively cheap rates, refuse to operate at the level of values asked. In the face of the present strong statistical position of cotton, it is hardly possible that Manchester can show any sign of giving way to a level equal to the present prices of dealers, and although somewhat early yet for spring purchases the Chinese realise that they will probably have to pay at least present importers' prices to fill their requirements. A brisker spot demand, however, from some of the principal up-country outlets would be welcome, and owing to the better agricultural outlook, now that the drought in the nearer provinces has broken, this may eventuate shortly.

The native cotton crop outlook has very much changed for the better during the past fortnight, although no reliable statistics are available, the good prices that growers got last season has resulted in a larger area being put under cotton cultivation, and a crop of at least last year's dimensions may be expected. For the past few days the local staple has been easy.

In yarns, Szechuan buyers are reported not to have done well upon their shipments made prior to the usual summer floods in the Yangtze, and report looked for from that quarter has been disappointing, that outlet finding piece goods a more profitable investment at present values ruling for spot cargo.

## ECZEMA BEYOND SPECIALIST'S AID

Said He Never Saw a Child's Head In Such a State—Lanced It but Did No Good—Body Covered, Too—Scratched Till Blood Ran—Grateful Mother Praised.

## CUTICURA'S COMPLETE AND ECONOMICAL CURE

"Cuticura is the only thing that cured my daughter when she had suffered with eczema for six months. She is now turned five years. It started with her ears and it spread all over her body. She used to scratch herself till the blood ran down her fingers. I tried everything for it but nothing did any good. We had spent pounds on her, first with one thing, then another, took her to two doctors and they gave me ointment and lotions but still it went worse. I called a nurse in, one day, to see what she thought about her, for I was tired of seeing her with her head all bandaged up, as she was a complete mess. I went to a specialist in Manchester and he said he had never seen a child's head in such a state before. He lanced it, gave us a lot of ointment to dress it with but it didn't seem to get a bit better with all the pains we spent on her. I read of the Cuticura Remedies and decided I would try them and I am thankful I did persevere with them for, before I had used the first lot, I saw a good result. I shall be pleased to recommend Cuticura to all suffering from any skin troubles as I have great faith in it. Mrs. B. Astles, 5, Castle Terrace, Meadow Road, Wigan, Lancashire, Eng., July 8 and Aug. 27, 1908."

Complete External and Internal Treatment for Every Form of Eczema, Scalds, Burns, Itch, and all other Skin Diseases. Cuticura is the only thing that cured my daughter when she had suffered with eczema for six months. She is now turned five years. It started with her ears and it spread all over her body. She used to scratch herself till the blood ran down her fingers. I tried everything for it but nothing did any good. We had spent pounds on her, first with one thing, then another, took her to two doctors and they gave me ointment and lotions but still it went worse. I called a nurse in, one day, to see what she thought about her, for I was tired of seeing her with her head all bandaged up, as she was a complete mess. I went to a specialist in Manchester and he said he had never seen a child's head in such a state before. He lanced it, gave us a lot of ointment to dress it with but it didn't seem to get a bit better with all the pains we spent on her. I read of the Cuticura Remedies and decided I would try them and I am thankful I did persevere with them for, before I had used the first lot, I saw a good result. I shall be pleased to recommend Cuticura to all suffering from any skin troubles as I have great faith in it. Mrs. B. Astles, 5, Castle Terrace, Meadow Road, Wigan, Lancashire, Eng., July 8 and Aug. 27, 1908.

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## A BRILLIANT WEDDING AT SINGAPORE.

## REMARKABLE MALAY DEMONSTRATION.

The marriage of Miss Anderson on the 28th ult. to Mr. Geoffrey Farrant was marked by a happy combination of state ceremony and demonstrations of friendliness from all classes of the community. It is not a unique event, remarks the *Free Press*, for the daughter of the Governor of the Straits to be married from Government House, for some quarter of a century ago a daughter of Sir Frederick Weld married Captain Mayne. That was a pretty and interesting wedding, but the Colony then had not so many Europeans or such facilities for entertainment. At all events, it was a long time ago, and the event of Wednesday, August 25th, stands by itself in other respects, because the charming bride has for some years been the chaperone of Government House, and the house at all functions thus given by her father.

As was truly stated in the speech of H. E. the Major General, her cheery presence and bright laugh had been one of the things to be remembered of her in the capacity of hostess. Personally, too, she has endeared herself to many, and one could not help noticing the happy friendliness that was shown at the wedding festivities. Even the presents, beautiful and costly in many cases, showed that there was an element in their choice betokening personal respect and love. Mr. Geoffrey Farrant has been long enough in Singapore to have also made a host of personal friends, and his account of his happy disposition and because of his smiling worth. It is no mere figure of speech to say that a happier and brighter fair never had heartier or more sincere wishes than were tendered on the occasion of the wedding.

On leaving the Church, the











## SHIPPING.

**ARRIVALS.**  
**ALBENGA**, German str., 2800, Lorenzen, 1st Sept.—New York 7th July, General and Oil—Carlotta & Co.  
**CHENAN**, British str., 1200, Brown, 1st Sept.—Shanghai 29th August, General—Butler & Co.  
**DAIJIN MARU**, Jap. str., 899, F. Kaboraki, 1st Sept.—Swatow 31st Aug., Tea and General—Osaka Shosen Kaisha.  
**DAKOTAH**, British str., 2493, W. A. Ross, 1st Sept.—San Francisco 3rd and Moji 27th August, Koroine—Standard Oil & Co.  
**FAUSANG**, British str., 1410, H. S. Maika, 1st Sept.—Sourabaya 18th and Samarang 23rd August, Sugar—Jardine, Matheson & Co.  
**GERMANIA**, German str., 1st Sept.—Canton.  
**HAIBUN**, British str., 636, J. W. Evans, 1st Sept.—Fochow and Swatow 31st Aug., Tea and General—Douglas, Lapraik & Co.  
**HAKATA MARU**, Japanese str., 3224, J. W. Dring, 1st September—London 24th July, General—Nippon Yusen Kaisha.  
**Hsin Ming**, Chinese str., 1428, G. C. Blithen, 1st September—Shanghai 29th August, General—M. S. N. Co.  
**KWONGSANG**, British str., 1427, W. P. Baker, 1st Sept.—Shanghai 27th and Swatow 31st August, General—Jardine, Matheson & Co.  
**MOYOBI MARU**, Japanese str., 2731, J. C. Richards, 1st Sept.—Kobe and Moji 26th August, General—Nippon Yusen Kaisha.

## CLEARANCES.

**AT THE HARBOUR MASTER'S OFFICE.**  
 1st September.  
**Buenos Aires**, British str., for Nagasaki.  
**Bourbon**, French str., for Saigon.  
**Phranang**, German str., for Bangkok.  
**Quinta**, German str., for Sourabaya.  
**Victoria**, Swedish str., for Haiphong.

## DEPARTURES.

1st September.  
**ATHOLL**, British str., for Shanghai.  
**FOOSHING**, British str., for Shanghai.  
**GERMANIA**, German str., for Hongkong.  
**HONGKONG**, French str., for Haiphong.  
**Hsin Ming**, Chinese str., for Canton.  
**Hudson**, British str., for Singapore.  
**KUMANO MARU**, Japanese str., for Nagasaki.  
**Kursano**, British str., for Singapore.  
**Phranang**, German str., for Saigon.  
**POKOTONG**, German str., for Bangkok.  
**SOBU MARU**, Japanese str., for Swatow.  
**TAMBA MARU**, Japanese str., for Singapore.

## SHIPPING REPORTS.

The British str. **Chenan** reports: Light S.W. wind and fine weather.  
 The British str. **Kwongsang** reports: Light air and light breezes and fine clear weather, sea smooth.

## VESSELS IN DOCK.

September 1st.  
**ABERDEEN DOCK.**—**Sorogon**, **Maibau**, **Hoi Sang**, **Maori King**, **Laiang**, **Shunka**, **Derflinger**, **Hygia**.  
**COCKFOLD DOCK.**—  
**TAIKOO DOCK.**—**Hanyang**.

## VESSELS ON THE BERTH

**NORDDEUTSCHER LLOYD, BREMEN.**  
**IMPERIAL GERMAN MAIL LINE.**  
 For SHANGHAI, NAGASAKI, KOBE and YOKOHAMA.

**THE I.G.M. Steamship**  
**"DERFFLINGER."**  
 Captain E. Zachariae, will leave for the above place TO-DAY, the 2nd inst., at Noon, from the quay of the Kowloon Dock Co.  
 For Freight or Passage, apply to  
**NORDDEUTSCHER LLOYD, MELCHERS & Co.**  
 General Agents.  
 Hongkong, 1st September, 1909. [5]  
 For SHANGHAI, YOKOHAMA, KOBE and MOJI.

**THE Steamship**  
**"JAPAN."**  
 Captain J. G. Offient, will be despatched for the above Ports TO-MORROW, the 3rd Sept., at Daylight.  
 This Steamer has superior accommodation for passengers, and is installed throughout with Electric Light, and carries a duly certified Doctor.  
**RETURN TOURS TO JAPAN.**  
 (Outgoing 24 days)  
 Steamers leave about every 3 weeks for Shanghai and Yokohama, returning via Kobe (Inland Sea), Moji to Hongkong, providing a stay of 5 to 6 days in Japan. Return tickets are available by the Indo-China S. N. Co.'s steamers. Fare for round trip \$120.  
**DAVID SASSON & Co., Ltd.**  
 Agents.  
 Hongkong, 2nd September, 1909. [1125]  
**REGULAR STEAMSHIP SERVICE**  
 (WITH LIBERTY TO CALL AT MALABAR COAST).  
 PROPOSED SAILINGS FROM HONGKONG.  
 For BOSTON AND NEW YORK.  
 S.S. "LENNOX" ... About 10th Sept.  
 For Freight and further information, apply to  
**DODWELL & Co., Ltd.**  
 Agents.  
 Hongkong 2nd August, 1909. [1008]

**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.**  
**STEAM FOR**  
**FUME AND TRIESTE (Direct).**  
 Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.  
 (Taking Cargo at through rates to the BRITISH, RED SEA, BLACK SEA, LEVANT, VENICE, and ADRIATIC PORTS).  
**THE Company's Steamship**  
**"NIPPON"**  
 Captain Tarabochia, will be despatched as above on or about the 25th September.  
 This Steamer has splendid accommodation for passengers, electric light and carries a doctor.  
 For information as to Passage and Freight, apply to  
**SANDER, WILBER & Co.**  
 Agents.  
 Princes Buildings.  
 Hongkong, 28th August, 1909. [3]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c, via USUAL PORTS OF CALL.	DEVANHA	Brit. str.	1	H. Powell, R.N.R.	P. & O. S. N. Co.	On 4th inst., at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	SUMATRA	Brit. str.	1	C. J. Benton, R.N.R.	P. & O. S. N. Co.	About 8th inst.
ROTTERDAM & HAMBURG via STRAITS, &c.	DORTMUND	Ger. str.	k.w.	Malchow	HAMBURG-AMERICA LINE	On 7th inst.
ROTTERDAM & HAMBURG via STRAITS, &c.	SPERIA	Ger. str.	k.w.	Babel	HAMBURG-AMERICA LINE	On 23rd inst.
HAVRE, ROTTERDAM, & HAMBURG, &c.	SAXONIA	Ger. str.	k.w.	Wagner	HAMBURG-AMERICA LINE	On 14th inst., at 1 P.M.
MARSEILLES, &c, via PORTS OF CALL.	C. FRED. LAMBE	Ger. str.	k.w.	Richter	HAMBURG-AMERICA LINE	On 15th inst., at D'light
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	AUTRALIAN	Front. str.	1	E. Takeda	NIPPON YUSEN KAISHA	On 28th inst., at D'light
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	INARA MARU	Jap. str.	1	N. M. Thieson	NIPPON YUSEN KAISHA	On 17th Oct.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	HITACHI MARU	Jap. str.	k.w.	Deinat	HAMBURG-AMERICA LINE	About end of Sept.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	AMERICA	Jap. str.	1	Wm. Thompson	MELCHERS & Co.	On 26th Oct., at Noon
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	CATAY	Jap. str.	1	E. Tarabochia	SANDER, WILBER & Co.	On 25th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	ATSUMA MARU	Jap. str.	1	F. Proesch	MELCHERS & Co.	On 9th inst., at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	HONGKONG MARU	Jap. str.	1	S. Shotton	SHAW, TOMES & Co.	On 17th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	NIPPON	Jap. str.	1	H. Yamamoto	HAMBURG-AMERICA LINE	On 18th inst., at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	BURLOW	Ger. str.	1	K. Kawara	CANADIAN PACIFIC R. CO.	On 30th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	INDRAPURA	Am. str.	k.w.	S. Ishikawa	CANADIAN PACIFIC R. CO.	On 25th inst., at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	ARAGONIA	Ger. str.	k.w.	M. Yagi	OSAKA SHOSSEN KAISHA	On 14th inst., at 2 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	LENROK	Brit. str.	2m.	P. Iselle	NIPPON YUSEN KAISHA	On 28th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	EMPEROR OF CHINA	Brit. str.	1m.	P. T. Helms	NIPPON YUSEN KAISHA	To-morrow, at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	MONTAGUE	Brit. str.	1m.	L. Dawson	GIBB, LIVINGSTON & Co.	On 10th inst., at D'light
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	SEVERUS	Brit. str.	1m.	M. Winckler	NIPPON YUSEN KAISHA	On 15th inst., at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	TACOMA MARU	Jap. str.	1	J. Dring	NIPPON YUSEN KAISHA	On 23rd inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	SHIRAKO MARU	Jap. str.	1	E. E. Cope	NIPPON YUSEN KAISHA	To-morrow, at 4 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	TAKAO MARU	Jap. str.	1	T. Sekine	NIPPON YUSEN KAISHA	On 28th inst., at 5 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	NIKKO MARU	Jap. str.	1	H. Koope	NIPPON YUSEN KAISHA	On 29th inst., at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	PRINZ WALDEMAR	Ger. str.	1	H. A. Wall	JAVA-CHINA-JAPAN LINE	Quick despatch.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	EMPEROR	Brit. str.	1m.	G. Hoeker	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	TAITUNG	Brit. str.	1m.	F. Wheeler	BUTTERFIELD & SWIRE	On 3rd inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	KUMANO MARU	Jap. str.	1	X. Zaccar	JARDINE, MATHESON & Co., Ltd.	To-day, at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	HAKATA MARU	Jap. str.	1	Owen Jones, R.N.R.	MELCHERS & Co.	To-day, at 10 A.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	KITANO MARU	Jap. str.	1	J. G. Offient	NIPPON YUSEN KAISHA	About 2nd inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	SHIRAKO MARU	Jap. str.	1	K. Soyeda	NIPPON YUSEN KAISHA	To-morrow, at Daylight.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	ANRU	Jap. str.	1m.	M. Miller	BUTTERFIELD & SWIRE	On 5th inst., at D'light.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	NICOMEDIA	Ger. str.	k.w.	H. E. Rivers	BUTTERFIELD & SWIRE	On 8th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	CANTON	Brit. str.	1m.	Williams	HAMBURG-AMERICA LINE	About 10th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	LENA	Brit. str.	1m.	Seller	MELCHERS & Co.	On 12th inst., at D'light
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	OCHIAINI	Front. str.	k.w.	K. L. Loke	NIPPON YUSEN KAISHA	On 18th inst., at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	LIBERIA	Ger. str.	k.w.	M. B. Loke	JARDINE, MATHESON & Co., Ltd.	On 23rd inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	NAMANG	Brit. str.	1	Boomal	JAVA-CHINA-JAPAN LINE	Quick despatch.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	TRANQUER	Dut. str.	1	J. Kaboraki	OSAKA SHOSSEN KAISHA	On 5th inst., at 10 A.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	DAIJIN MARU	Jap. str.	2 h.	J. S. Roach	DOUGLAS LAFRAIE & Co.	On 8th inst., at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	HAIBUN	Brit. str.	2 h.	J. W. Evans	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	HAIBUN	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LAFRAIE & Co.	To-morrow, at 3 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	SIKANG	Brit. str.	1m.	S. J. Payne	BUTTERFIELD & SWIRE	To-morrow, at 9 A.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	LOONGHANG	Brit. str.	1m.	R. W. Almond	SHAW, TOMES & Co.	On 4th inst., at 3 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	HUI	Brit. str.	1m.	Pennedather	BUTTERFIELD & SWIRE	On 7th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	TAMING	Brit. str.	1m.	P. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 10th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	TONGHANG	Brit. str.	1m.	E. Rodger	SHAW, TOMES & Co.	On 11th inst., at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	TAIHO	Brit. str.	1m.	A. W. Outbridge	BUTTERFIELD & SWIRE	On 14th inst., at 8 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	KAIKONG	Brit. str.	1m.	Mathias	BUTTERFIELD & SWIRE	On 5th inst., at 2 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	MAUSANG	Brit. str.	1m.	Wagell	JARDINE, MATHESON & Co., Ltd.	Beginning of Sept.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	BOHNO	Ger. str.	1	F. Semblil	MELCHERS & Co.	To-day.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	MOYORI MARU	Jap. str.	1	J. C. Richards	NIPPON YUSEN KAISHA	On 13th inst., at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	CAPEI	Ital. str.	1	Dini	CANALWITZ & Co.	On 4th inst., at 3 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	LAISANG	Brit. str.	1	E. J. Todd	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 2 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	HINANG	Brit. str.	1	W. J. Davies	JAVA-CHINA-JAPAN LINE	Quick despatch.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	TITATAP	Dut. str.	1	P. J. van Emmerick	JAVA-CHINA-JAPAN LINE	

## THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR  
**VANCOUVER, B.C., TACOMA & SEATTLE**  
 VIA  
**MOJI, KOBE AND YOKOHAMA.**

Steamer.	Tons.	Captain.	Sailing Date.
SUVERIO	6,232	S. Shotton	On 30th September.
OCEANO	4,657	F. W. Davies	On 21st October.
KUMERIC	6,232	J. Mathie	On 18th November.

\* These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

**PARCEL EXPRESS TO THE UNITED STATES & CANADA.**

For further information apply to  
**DODWELL & CO., LIMITED,**  
 GENERAL AGENTS.  
 QUEEN'S BUILDINGS.  
 Hongkong, 31st August, 1909.

NORDDEUTSCHER LLOYD, BREMEN  
IMPERIAL GERMAN MAIL  
LINES.

FOR	STEAMERS	TO RAIL
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"DERFFLINGER" Capt. E. ZACHARIAE	{ Thursday, 2nd Sept., at Noon.
KUDAT & SANDAKAN	"BOENEO" Capt. F. SEMBIL	{ Beginning of September.
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"BUELOW" Capt. F. PROESCH	{ Wed' day, 8th Sept., at Noon.
MANILA, YAP, NEW GUINEA, MAELON, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. F. ISKE	{ Friday, 10th Sept., at D'light

For further Particulars, apply to  
**NORDDEUTSCHER LLOYD, MELCHERS & Co.,**  
 GENERAL AGENTS HONGKONG & CHINA.  
 Hongkong, 1st September, 1909. [5]

CANADIAN PACIFIC RAILWAY CO'S  
ROYAL MAIL STEAMSHIP LINE.  
"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki, Yokohama, Kobe, and Victoria B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER, SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From Quebec, or St. John, N.B.
"EMPRESS OF CHINA" SAT., 4th Sept.	"ALLAN LINER" FRIDAY, 1st Oct.
"MONTAGUE" SATURDAY, 10th Sept.	
"EMPRESS OF INDIA" SAT., 25th Sept.	"EMPRESS OF IRELAND" FRI., 22nd Oct.
"EMPRESS OF JAPAN" SAT., 16th Oct.	"ALLAN LINER" FRIDAY, 12th Nov.
"EMPRESS OF CHINA" SAT., 6th Nov.	"EMPRESS OF BRITAIN" FRI., 3rd Dec.

The "EMPRESS" steamer on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.  
 Hongkong to London, 1st Class ... via Canadian Atlantic Ports or New York \$71.10  
 Intermediate on Steamers ... \$43 ... \$45.  
 and 1st Class Railway ...  
 First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.  
 B.M.S. "MONTAGUE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.  
 Passengers Booked through to all points and AROUND THE WORLD.  
 SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.  
 For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to  
**D. W. CRADDOCK, General Traffic Agent for China,**  
 Corner Pedder Street and Prys, opposite Blake Pier.

**MESSAGERIES MARITIMES**  
**FRENCH MAIL LINES.**  
**FORTNIGHTLY SERVICE TO AND FROM EUROPE**  
 VIA SUEZ CANAL.  
**FORTNIGHTLY SERVICE TO AND FROM JAPAN**  
 VIA SHANGHAI.  
**FOR**  
 SHANGHAI, KOBE & YOKOHAMA ...  
 MARSEILLES, via PORTS ...  
 SHANGHAI, KOBE & YOKOHAMA ...  
 MARSEILLES, via PORTS ...  
**STEAMERS**  
 "OCEANIC" Capt. Seller  
 "AUSTRALIAN" Capt. Rigler  
 "SYDNEY" Capt. X.  
 "POLYNESIE" Capt. Broo  
**TOTAL.**  
 On 13th Sept., P.M.  
 On 14th Sept., 1 P.M.  
 On 27th Sept., P.M.  
 On 28th Sept., 1 P.M.  
 Shipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.  
 For Further Particulars, apply to  
**P. DE CHAMPMORIN, AGENT,**  
 Queen's Building.  
 Hongkong, 1st September, 1909. [2]

## VESSELS ON THE BERTH

**THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.**

**STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.**

THROUGH BILLS OF LADING ISSUED FOR  
 BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

**THE Steamship**  
**"DEVANHA."**  
 Captain H. Powell, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 4th September, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "MARMORA," 19,500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.  
 Suez and Valuable, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "PERSIA" due in London on the 16th October, 1909.  
 Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.  
 For further particulars, apply to  
**E. A. HEWITT,**  
 Superintendent.  
 Hongkong, 23rd August, 1909. [1]

**NAVIGAZIONE GENERALE ITALIANA.**  
 (Florida and Rubattino United Companies).  
**STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.**

Having connection with Company's Mail Steamers to Port Said, Messina, Naples, Leghorn and Genoa, also Venice and Trieste, all Mediterranean, Adriatic, Levantine and South American Ports up to Callao. (Taking Cargo at through rates to Persian Gulf and Bagdad, also Barcelona, Valencia, Alicante, Almeria and Malaga.)

**THE Steamship**  
**"CAPRI."**  
 Captain Dini, will be despatched as above on SATURDAY, the 11th inst., at Noon.  
 For further particulars regarding Freight and Passage, apply to  
**CARLOWITZ & Co.,**  
 Agents.  
 Hongkong, 1st September, 1909. [4]

**EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.**

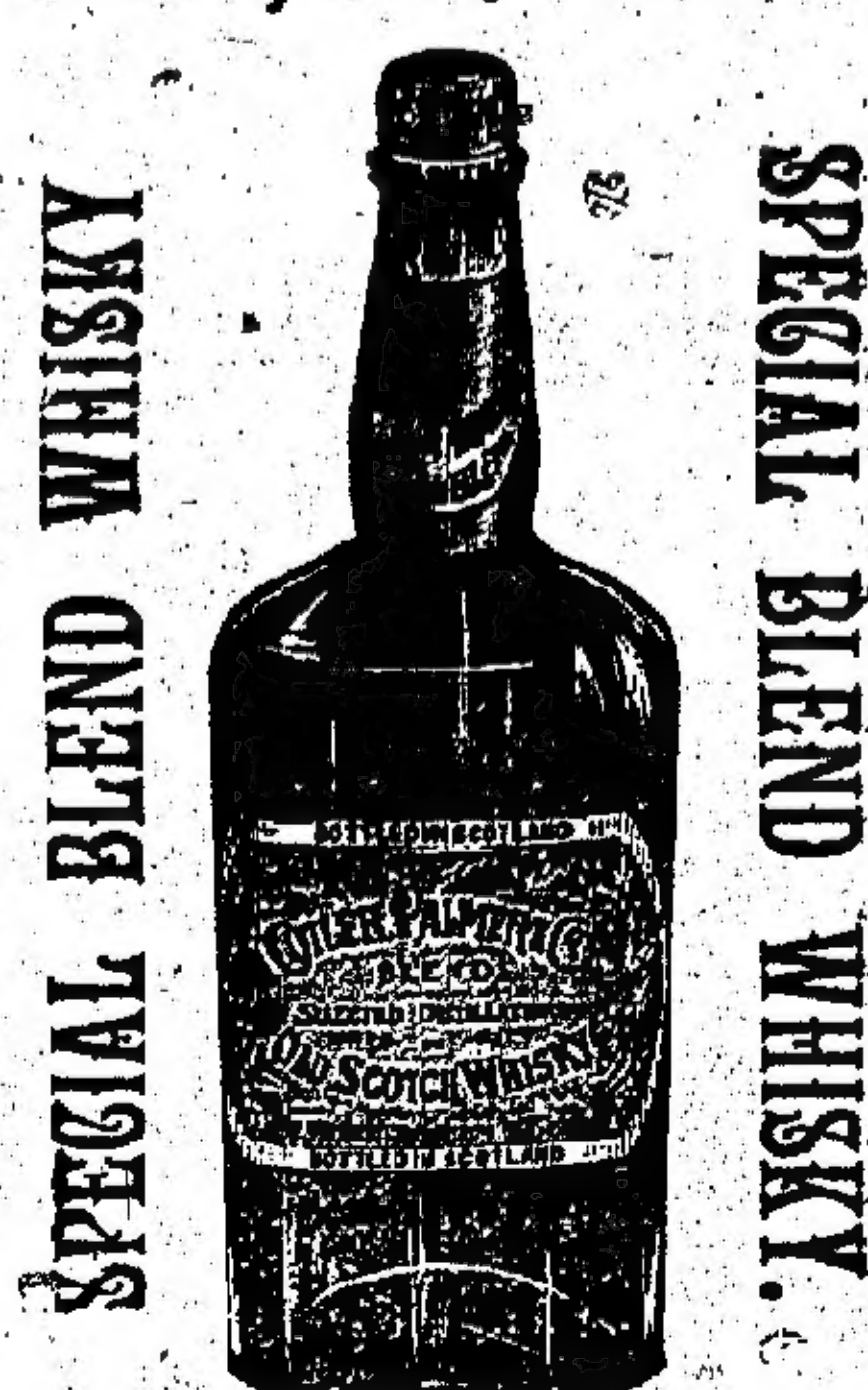
For SYDNEY AND MELBOURNE, (Calling at TONGA, PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

**THE Steamship**  
**"EMPIRE."**  
 Captain Helms, will be despatched as above on WEDNESDAY, the 16th Sept., at Noon.  
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
 A Stewardess and a duly qualified Surgeon are carried.  
 N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.  
 For Freight or Passage, apply to  
**GIBB, LIVINGSTON & Co.,**  
 Agents.  
 Hongkong, 26th August, 1909. [1114]

**HONGKONG-NEW YORK.**

**AMERICAN ASIATIC STEAMSHIP Co.**  
 For NEW YORK VIA PORTS AND SUEZ CANAL.  
 (With Liberty to call at the Malabar Coast).  
 S.S. "INDRAPURA" ... On 17th Sept., 1909.  
 For Freight and further information, apply to  
**SHEWAN, TOMES & Co.,**  
 General Agents.  
 Hongkong, 25th August, 1909. [1106]

Gutler, Palmer & Co.'s



Gutler, Palmer & Co., London.  
 AGENTS  
**SIEMSEN & CO.,**  
 HONGKONG.



# PENINSULAR & ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ASSAYE	About 2nd Sept.	Freight and Passage.
LONDON VIA USUAL PORTS	DEVANHA	Noon, 4th Sept.	See Special of Call.
LONDON AND ANTWERP	SUMATRA	About 9th Sept.	Freight and Passage.
ANG, COLOMBO, PORT SAID AND MARSEILLES	Capt. C. J. Benton, R.N.R.		
SHANGHAI, MOJI, KOBE AND YOKOHAMA	CEYLON	About 10th Sept.	Freight and Passage.
	Capt. H. N. Rivers		

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 27th August, 1909.

# CHINA NAVIGATION CO., LD.

## SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
CHIFOO AND NEWCHANG	"KIUKIANG"	On 2nd Sept, 4 P.M.
SHANGHAI	"CHINHUA"	On 2nd Sept, 4 P.M.
SWATOW, AMOY, FOCHOW	"WUHU"	On 2nd Sept, 4 P.M.
HOIHOW AND HAIPHONG	"SINGAN"	On 3rd Sept, 9 A.M.
SHANGHAI	"CHENAN"	On 5th Sept, 4 P.M.
MANILA	"TAMING"	On 7th Sept, 4 P.M.
WEIHAIWEI and TIENTSIN	"KUEICHO"	On 8th Sept, 4 P.M.
LOILO	"KALFONG"	On 8th Sept, 4 P.M.
SHANGHAI	"ANHUI"	On 9th Sept, 4 P.M.
SHANGHAI	"LINAN"	On 12th Sept, 4 P.M.
MANILA	"TEAN"	On 14th Sept, 3 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK TOWN, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"TAIYUAN"	On 23rd Sept, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS and TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARES INCLUDING WINES, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—  
HONGKONG, 2nd September, 1909.

# INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
MANILA	"LOONGSANG"	Friday, 3rd Sept, 4 P.M.
SANDAKAN	"MAUSANG"	Saturday, 4th Sept, 3 P.M.
SINGAPORE, PENANG & CALOUTTA	"LAIBANG"	Saturday, 4th Sept, 2 P.M.
SHANGHAI	"KWONGSANG"	Sunday, 5th Sept, 4 P.M.
MANILA	"TUENSANG"	Friday, 10th Sept, 4 P.M.
SINGAPORE, SAMARANG and	"HINSANG"	Tuesday, 14th Sept, 2 P.M.
SOURABAYA		
SHANGHAI, YOKOHAMA, KOBE & MOI	"NAMSANG"	Friday, 17th Sept, Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOORSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Island Sea) and Moji to Hongkong, providing a stay of 5 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kuantan, Lahad, Dato, Simpang, Tawau, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,  
HONGKONG, 1st September, 1909.

# EAST ASIATIC CO., LD.

## COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

# RUSSIAN EAST ASIATIC CO., LD.

## ST. PETERSBURG & VLADIVOSTOK.

# SWEDISH EAST ASIATIC CO., LD.

## GOTENBURG.

PROJECTED SAILINGS FROM HONGKONG.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"TRANQUEBAR"	23rd September.
COPENHAGEN and BALTTIC PORTS	"CATHAY"	About end of Sept.

For Further Particulars apply to

MELOHERS &amp; CO.,

Hongkong, 23rd August, 1909.

AGENTS.

# DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING.
"HAIMUN"	SWATOW	THURSDAY, 2nd Sept, at 2 P.M.
"HAICHING"	SWATOW, AMOY and FOCHOW.	FRIDAY, 3rd Sept, at 2 P.M.
"HAITAN"	AMOY and FOCHOW.	WEDNESDAY, 5th Sept, at NOON.

A REDUCTION OF 20 PER CENT. ON FIRST CLASS FARES TO FOCHOW WILL BE MADE DURING THE MONTHS OF AUGUST AND SEPTEMBER.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK &amp; Co.,

HONGKONG, 2nd September, 1909.

GENERAL MANAGERS.

1579

# HAMBURG-AMERIKA LINIE

## HAMBURG.

# EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

# NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, KOBE & YOKOHAMA:	FOR HAVRE, ROTTERDAM & HAMBURG:
S.S. NICOMEDIA ... 12th Sept.	S.S. SAXONIA ... 3rd Sept.
S.S. LIBERIA ... 15th Sept.	FOR ROTTERDAM & HAMBURG:
S.S. BELGRAVIA ... 27th Sept.	S.S. DORTMUND ... 7th Sept.
S.S. SILESIA ... 19th Oct.	FOR ROTTERDAM & HAMBURG:
	S.S. SPEZLA ... 23rd Sept.
	FOR HAVRE, BREMEN & HAMBURG:
	S.S. C. FRED. LARSEN ... 29th Sept.
	FOR MARSEILLES, ANTWERP & HAMBURG:
	S.S. AMBRIA ... 17th Oct.
	FOR NEW YORK:
	S.S. ARAGONIA ... 21st Sept.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE.

Hongkong, 31st August, 1909.

Hongkong Office.

# SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU AND SALINA CRUZ (MEXICO).

S.S. HONGKONG MARU	6000 tons gross	Sail Oct. 26th, at Noon.
S.S. MANSHU MARU	5000 "	Dec. 10th, at Noon.
S.S. AMERICA MARU	6000 "	Febr. 5th, 1910, at Noon.

For particulars apply to

K. MATSUDA, Manager.

Hongkong, 2nd September, 1909.

TOYO KISEN KAISHA, Yokohama.

# NIPPON YUSEN KAISHA.

## (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID.	INABA MARU, Capt. R. Takada.	6,500	WEDNESDAY, 15th Sept, at Daylight.
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA.	HIRACHI MARU, Capt. N. Matsumoto.	7,000	WEDNESDAY, 29th Sept, at Daylight.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	SEINO MARU, Capt. K. Kawanishi.	7,000	TUESDAY, 14th Sept, at 4 P.M.
BOMBAY via SINGAPORE and COLOMBO.	TANGO MARU, Capt. S. Ishikawa.	8,000	TUESDAY, 23rd Sept, at 4 P.M.
KOBE and YOKOHAMA.	NIKKO MARU, Capt. M. Yagi.	6,000	FRIDAY, 3rd Sept, at Noon.
SEA NGHAI, MOJI and KOBE.	KUMANO MARU, Capt. M. Winkler.	6,000	FRIDAY, 1st Oct, at Noon.
KOBE and YOKOHAMA.	MOYORI MARU, Capt. J. O. Richards.	4,500	THURSDAY, 2nd Sept, at 4 P.M.
NAGASAKI, KOBE and YOKOHAMA.	HAKATA MARU, Capt. J. Dring.	6,000	FRIDAY, 3rd Sept, at 5 P.M.
	YETOROFU MARU, Capt. K. Soyada.	4,500	WEDNESDAY, 8th Sept, at 5 P.M.
	KITANO MARU, Capt. F. E. Cope.	9,000	FRIDAY, 24th Sept, at 5 P.M.
	YAWATA MARU, Capt. T. Sekine.	5,000	WEDNESDAY, 29th Sept, at Noon.

Fitted with New System of Wireless Telegraphy.

\* Omitting Keelung and Shimidzu.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

# EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, SUEZ AND PORT SAID.

THE Co.'s NEWLY BUILT 9,000 TON PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

ATSUTA MARU - (Capt. Wm. Thompson) - About Wed. 22nd Sept.

MIYASAKI MARU (Capt. T. Murai) - About Wed. 20th Oct.

KITANO MARU - (Capt. F. E. Cope) - About Wed. 17th Nov.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

Hongkong, 1st September, 1909.

T. KUSUMOTO,  
MANAGER. [15-93]

# CHINA AND MANILA

## STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2740	E. W. Almond	Manila	On 4th Sept. 3 P.M.
ZAFIRO	2540	E. Rodger	Manila	On 11th Sept. Noon.

For Freight or Passage apply to

Hongkong, 25th August, 1909.

SHEWAN, TOMES & Co.,  
General Managers. [14]

# THOS. COOK & SON,

## TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

Head Office for the Far East:—

16, DES VŒUX ROAD, HONGKONG.

Japan Office.

14, WATER STREET, YOKOHAMA.

# PENINSULAR & ORIENTAL

## STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON 1910.

PROPOSED SAILINGS OF MAIL STEAMERS

# MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR: COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (1 day later)
Steamer	TONS	Steamer	TONS	
ARCADIA	7000	MANTUA	11000	SATURDAY
ASSAYE	7500	CHINA	8000	March 5
DELTA	8000	MAIWA	11000	March 19
MACEDONIA	10500	(Through Steamer calling at Bombay)		March 25
DEVANHA	8000	MONGOLIA	10500	April 2
ASSAYE	8000	MARMORA	10500	April 16
DELTA	7500	MORFA	11000	April 30
DELTA	6500	MOLTAN	10000	May 14
				May 20
				June 2
				June 18

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (including Surtax):  
1st SALOON £71.10 SINGLE £206.14 RETURN.  
2nd £48.8 £72.12

In addition to the above Mail Steamers the following:—  
INTERMEDIATE (NON-TRANSIT) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave HONGKONG	Due LONDON
* SYRIA	about	26 March
* SUMATRA	about	12 March
* NYANZA	about	26 March
* SUNDI	about	9 April
* MALTA	about	7 May
* SARDINIA	about	4 June
* NOBE	about	18 June
	about	2 July

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON (including Surtax):  
1st SALOON £55.10 SINGLE £212.10 RETURN.  
2nd £38.10 £57.4

\* Carry 1st and 2nd Saloon Passengers.  
For Further Particulars, apply to:—

1076] E. A. HEWETT,  
SUPERINTENDENT.

# OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration.)

# TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES
TACOMA VIA KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIZU and YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto.	6,178	SATURDAY, 25th Sept, at Noon.
	"FITZPATRICK" Capt. E. B. Hutchinson.	4,416	SATURDAY, 23rd Oct, at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.

FOR	STEAMERS	LEAVES
SHANGHAI VIA SWATOW, AMOY & FOCHOW	"BUJUN MARU" Capt. Y. Furuno	THURSDAY, 2nd Sept, at 10 A.M.
TAKSUI VIA SWATOW, AMOY & FOCHOW	"DALIN MARU" Capt. Y. Kikuchi	SUNDAY, 5th Sept, at 10 A.M.

A Special Reduction of 20 per cent. on 1st and 2nd Class Fares to Fochow will be made during the months of August and September.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

877] T. ARIMA,  
MANAGER.

# NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED, General Agents for China and Japan. Hongkong, 4th August, 1898. [9]

# COAL.

BUNKER COAL can now be Supplied from the Deep Coals of SARAWAK GOVERNMENT MINES, at Labuan and Broeketon, at Reduced Rates. Large stock always on hand. Apply — SARAWAK GOVERNMENT AGENCY, Labuan. Telegrams: May, Labuan. [939]

# LABUAN COAL.

NOTICE—THIS COAL can only be obtained from THE LABUAN COAL FIELDS CO., LD., who are prepared to Supply FRESH COAL straight from the Mines. Steamers load at the Wharves. Quick despatch. Telegrams: "Labor Labuan."

BRADLEY & Co., Agents. Hongkong, 12th August, 1909. [1064]

# MITSU BISHI GOSHI KWAISHA.

## (MITSU BISHI CO.) COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASIMA COAL, MURABE, HOJO, NAMAZUTA, SAYO, SHINNEW and KAMITAMADA, Collection.

SOLE AGENTS FOR KISHIDAKE, MIYAO and KIGYO KOMATSU Coals.

HEAD OFFICE:—MARUNOUCHI, TOKYO.

BRANCH OFFICES:—NAGASAKI, MOI, KANAGAWA, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW.

Cable addresses for above: "IWARAKI" Codes, AI, ABC 5th Ed., Western Union.

AGENTS:—YOKOHAMA: M. ARADA, Esq. CHINKIANG: Messrs. GEARING & Co. MANILA: Mess



## POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

## SIBERIAN ROUTE.

The despatch from Shanghai on September 11th, by the Kobe Maru, is cancelled owing to the steamer's boiler being cleaned. Mails will be sent via Chetoo on September 10th.

The mails via Dalny and Harbin are now being despatched under normal conditions, with the exception of the above.

FOR	PER	DATE
Swatow, Amoy, Foochow and Shanghai	2nd 9.00 A.M.	Thursday
Swatow and Bangkok	2nd 9.00 A.M.	Thursday
Swatow and Nagasaki, Kobe and Yokohama	2nd 10.00 A.M.	Thursday
Shanghai, Nagasaki, Kobe and Yokohama	2nd 11.00 A.M.	Thursday
Swatow	2nd 1.00 P.M.	Thursday
Swatow	2nd 1.15 P.M.	Thursday
Shanghai	2nd 2.00 P.M.	Thursday
Shanghai	2nd 2.00 P.M.	Thursday
Shanghai	2nd 3.00 P.M.	Thursday
Swatow, Amoy, Foochow and Shanghai	2nd 3.00 P.M.	Thursday
Chetoo and Newchwang	2nd 3.00 P.M.	Thursday
Moji and Manzanillo	2nd 3.00 P.M.	Thursday
Shanghai	2nd 4.00 P.M.	Thursday
Shanghai	2nd 4.00 P.M.	Thursday
Shanghai, Yokohama, Kobe and Moji	2nd 4.00 P.M.	Thursday
Manila, Thursday, Cebu, Cebu, Cebu	2nd 4.00 P.M.	Thursday
Cebu, Cebu, Cebu, Cebu, Cebu	2nd 4.00 P.M.	Thursday
Hobart, Newcastle, New Zealand, Melbourne, Adelaide, Perth, Dunedin and Fremantle	2nd 4.00 P.M.	Thursday

KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU, and SAN FRANCISCO (Supplementary mail on board the ship time fixed for departure of the ship Extra Postage 10 cents)

Swatow Amoy and Foochow	Friday 3rd 1.00 P.M.
Kobe and Yokohama	Friday 3rd 1.15 P.M.
Shanghai, Nagasaki, Kobe, Yokohama and Yokohama	Friday 3rd 3.00 P.M.
Sandakan	Friday 3rd 3.30 P.M.
Manila	Friday 3rd 3.30 P.M.
Belavia, Cheribon, Samarang and Sourabaya	Friday 3rd 10.00 A.M.

## NOW IS THE TIME TO DRINK SUN PILSENER BEER.

OBTAINABLE EVERYWHERE.

H. RUTTONJEE &amp; SON.

WINE AND SPIRIT MERCHANTS.

## TO-DAY.

Sale, Household Furniture, Sales Rooms, Messrs. Hughes & Hough, 12.15 p.m.

## COMMERCIAL.

## EXCHANGE

## CLOSING QUOTATIONS.

ON LONDON—	September 1st
Telegraphic Transfer	104
Bank Bills, on demand	104
Bank Bills, at 30 days sight	104
Bank Bills, at 4 months sight	104
Credits, at 4 months sight	104
Documentary Bills, at 4 months sight	104
ON PARIS—	
Bank Bills, on demand	221
Credits, at 4 months sight	221
ON GERMANY—	
On demand	180
ON NEW YORK—	
Bank Bills, on demand	42
Credits, at 60 days sight	44
ON HONGKONG—	
Telegraphic Transfer	132
Bank, on demand	132
ON CALCUTTA—	
Telegraphic Transfer	132
Bank, on demand	132
ON SHANGHAI—	
Bank, at sight	74
Bank, at 30 days sight	74
ON YOKOHAMA—	
On demand	84
ON MANILA—	
On demand	84
ON SINGAPORE—	
On demand	84
ON BATAVIA—	
On demand	84
ON HONGKONG—	
On demand	84
ON SINGAPORE—	
On demand	84
ON BATAVIA—	
On demand	84
ON HONGKONG—	
On demand	84
ON SINGAPORE—	
On demand	84
ON BATAVIA—	
On demand	84

## SUBSIDIARY COINS.

Chinese	20 cents pieces	\$7.00 discount
Chinese	10	\$7.85
Hongkong	20	\$7.90
Hongkong	10	\$8.00

## OPTUM.

Quotations are—	August 31st
Malwa New	\$1,130/1,160 per picul
Malwa Old	\$1,170/1,200
Malwa Older	\$1,210/1,250
Malwa V. Old	\$1,260/1,300
Peruvian fine quality	\$1,400/1,430
Peruvian extra fine	\$1,600/1,650
Patna New	\$1,045 per chest
Patna Old	
Benares New	\$1,060
Benares Old	\$1,045

## VESSELS EXPECTED.

## THE ENGLISH MAIL.

The P. & O. str. *Asper* left Singapore for this port on the 28th ultimo at 9 a.m., with the outward English Mails, and is due here to-day at about 6 a.m.

## THE INDIAN MAIL.

The *Asper* str. *Asper* from Yokohama and Kobe, left Kobe on the 30th ult., and may be expected here to-morrow.

The Indo-China str. *Namsang* left Calcutta for this port via the Straits on the 29th ult., and may be expected here on or about the 15th inst.

## THE CANADIAN MAIL.

The C.P.R. str. *Monteagle* left Vancouver for Hongkong on the 16th ult. p.m. via the usual ports of call.

The C.P.R. str. *Empress of India* left Vancouver for Hongkong on the 25th ultimo via the usual ports of call.

## THE GERMAN MAIL.

The I.G.M. str. *Prinz Eitel Friedrich*, carrying the German Mails with dates from Berlin of the 11th ult., left Colombo on the 28th ult. p.m., and may be expected here on or about the 8th inst.

## THE AUSTRALIAN MAIL.

The I.G.M. str. *Prinz Sigismund* left Sydney on the 26th ult. at noon, and may be expected here on or about the 17th inst.

The C.N. Co.'s str. *Taiyang* left Sydney on the 25th ultimo, and is due here on the 19th inst.

## MERCHANT STEAMERS.

The Shire-Line str. *Glamorganshire* left Singapore on the 28th ultimo, and may be expected here to-day.

The J.C.J. str. *Typhoon* left Moji for this port on the 29th ult., and may be expected here to-morrow.

The Bank Line str. *Saveric* left Vancouver on the 7th ult. for Hongkong via ports.

The Bank Line str. *Oceanic* left Vancouver on the 27th ultimo for Hongkong via Japan and Manila.

The Glen Line str. *Glenroy* left Singapore on the 30th ultimo p.m., and is expected to arrive here on the 5th instant at daylight.

The N.G.I. str. *Capri* left Singapore for this port on the 31st ult. morning, and may be expected here on or about the 5th inst.

The N.Y.K. str. *Yatoroku Maru* (Bomby Line) left Yokohama for this port via Singapore on the 25th ultimo, and is expected here on the 8th inst.

The N.Y.K. str. *Ceylon Maru* (Bomby Line) left Yokohama for this port via Yokohama and Singapore on the 25th ult., and is expected here on the 18th inst.

The Danish str. *Tranquebar* left Suez on the 25th ultimo, and may be expected here on or about the 23rd inst.



TRADE MARK  
OF QUALITY  
DENOTING  
THE ACME OF  
EGYPTIAN  
CIGARETTE  
PERFECTION.

"They are social, soothing, blest, they have fragrance, force and zest."

IN 50'S & 100'S  
HERMETICALLY SEALED BOXES.  
FROM ALL TOBACCONISTS.

314-5

The Fascination of the East

is brought home to you in the perfection to which Egyptian Cigarettes have been brought by Messrs. MASPERO FRERES in their two brands known as

**Bouton Rouge and Felucca**  
Egyptian Cigarettes

The care with which they are made, under ideal climatic conditions, starting from the selection of the leaf to the finished product, makes these brands a revelation to the cigarette connoisseur.

A Luxury to the man of Taste.

Sole Agents: British-American Tobacco Company, Hong Kong.

## SHARE LIST.—QUOTATIONS.

HONGKONG, SEPTEMBER 1ST, 1909.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASE.
<b>BANKS.</b>				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$1,000, sales
National Bank of China, Limited	99,925	\$7	\$5	\$65, buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$10, buyers
China Borneo Company, Limited	60,000	\$12	\$12	\$13, sales
China Light and Power Company, Limited	50,000	\$10	\$10	\$11, sal. & sel.
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	\$9.50, sellers
<b>COTTON MILLS.</b>				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 137
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$11, buyers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 90
Leong-King-Mow C. Spinning Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 110
Boy Choo Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 455
<b>DAIRY FARM COMPANY, LIMITED.</b>	40,000	\$7 1/2	\$6	\$17
<b>DOCKS AND WHARVES.</b>				
Hongkong & Wharves & G. Co., Ltd.	60,000	\$50	all	\$59, buyers
Hongkong & Wharves Dock Co., Ltd.	50,000	\$50	all	\$51, buyers
New Amoy Dock Co., Limited	10,000	\$50	\$50	\$52, buyers
Shanghai Dock & Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 78
Shanghai and Hongkong Wharf Co., Ltd.	36,900	Tls. 100	Tls. 100	Tls. 150
<b>ENVIRONMENT &amp; CO., LIMITED.</b>	18,000	\$25	\$25	\$11, sellers
<b>GREEN ISLAND CEMENT CO., LIMITED.</b>	400,000	\$10	\$10	\$8.70, sales
<b>HONGKONG AND CHINA GAS CO., LIMITED.</b>	7,000	\$10	\$10	\$10, buyers
<b>HONGKONG ELECTRIC CO., LIMITED.</b>	60,000	\$10	\$10	\$10, buyers
<b>HONGKONG HOTEL COMPANY, LIMITED.</b>	12,000	\$25	all	\$25, (old)
<b>HONGKONG ICE COMPANY, LIMITED.</b>	5,000	\$25	all	\$18, sales
<b>HONGKONG ICE MANUFACTURING CO., LIMITED.</b>	60,000	\$10	all	\$10, sales
<b>INSURANCES.</b>				
Canton Insurance Office Co., Limited	10,000	\$250	\$250	\$190
China Fire Insurance Co., Limited	20,000	\$100	\$25	\$115, sellers
China Trade Insurance Co., Limited	24,000	\$233	\$25	\$22, buyers
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$247, buyers
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 121
Union Insurance Society, Limited	12,400	\$250	\$100	\$240, sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$227, buyers
<b>LANDS AND BUILDINGS.</b>				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	\$100	\$105, sellers
Hongkong Estate and Finance Co., Ltd.	150,000	\$10	\$10	\$10, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$30, sellers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 119
West Point Building Co., Limited	12,500	\$50	\$50	\$44
<b>MINING.</b>				
Societe Francaise des Charbons du Tonkin	16,000	Fcs. 250	all	\$625, buyers
Rand Australian Gold Mining Co., Ltd.	200,000	\$1	18/10	\$8, sellers
<b>PEAK TRAMWAYS CO., LIMITED.</b>	25,000	\$10	all	\$14, buyers
<b>PHILIPPINE CO., LIMITED.</b>	50,000	\$10	\$10	\$13, buyers
<b>PHILIPPINE CO., LIMITED.</b>	75,000	\$10	\$10	\$10, buyers
<b>ENGINEERS.</b>				
China Sugar Refining Co., Limited	20,000	\$100	all	\$145, buyers
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$10, buyers
<b>ROBINSON PIANO CO., LIMITED.</b>	4,000	\$50	\$50	\$50, sellers
<b>STEAMSHIP COMPANIES.</b>				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$9, sellers
Douglas Steamship Co., Limited	20,000	\$50	\$15	\$51, sellers
Hongkong, Canton & Macao S.B. Co., Ltd.	80,000	\$15	\$15	\$14, buyers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$25	all	\$19
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	\$1, buyers
Star Ferry Company, Limited	10,000	\$10	\$5	\$15, buyers
South China Morning Post, Limited	10,000	\$10	\$25	\$24, sellers
Steam Laundry Company, Limited	20,000	\$5	\$5	\$5, buyers
<b>STORES AND DISPENSARIES.</b>				
Campbell, Moore & Co., Limited	12,000	\$10	\$10	\$12, buyers
Wm. Powell, Limited	15,000	\$10	\$10	\$10, buyers
Watkins, Limited	10,000	\$10	\$10	\$10, buyers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$10, buyers
Weissmann, Limited	175	\$100	\$100	\$150, buyers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	\$10	\$12.40
Union Waterboat Co., Limited	100 shares	\$10	\$10	\$10, buyers
	50,000	\$10	\$10	\$10, buyers

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	1 7/8 p. annum	Par.

VERNON &amp; SMYTH, Share-Brokers.

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, September 1st			
Previous Day	On Date at 10 a.m.	On Date at 4 p.m.	On Date at 10 p.m.
Barometer	29.52	29.38	29.51
Temperature	87	88	86
Humidity	84	74	72
Wind Direction	W	W	W
Force	1	1	1
Weather	c	c	b
Rain	0	0	0

Highest open air Temperature on 1st Aug.—80  
Lowest open air Temperature on 1st Aug.—70

## STREAMERS PASSED THE CANAL.

Aug. 21st—Kleist, Glaucon, Idrasantho, Tyb Maru, Oceanien, Stentor, Peshawar, 25th—Kasanga, St. Patrick, Amiral Duperré, Montmouthshire, Semca, Caridaganshire, Kawachi Maru, 28th—Belgravia, Tranquebar, Kamp Maru, Calcedonien, Malta, Somali, Temkai, Irtira, Sept. 1st—Ghaese, Lutro, Kikano Maru, Hyrmilton, Bonalder, Patricius, Pelena.

## ARRIVALS AT HOME.

Aug. 30th—Stimla, 31st—Nippon, Devalon.

## NOTICES TO CONSIGNEES

FROM EUROPE.

THE H.A.L. Steamship

"AMBRIA,"  
Captain Deinat, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd Sept. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd Sept. at 3 p.m.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE,  
Hongkong Office,  
Hongkong, 27th August, 1909. [1118]

S.S. "POLYNESIAN,"  
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.  
CONSIGNEES of Cargo from London, Ex s.s. "Dordogne" and "Medoc" from Havre ex s.s. "Dordogne" from Bordeaux s.s. "Ville de Valenciennes" in connection with above Steamers are hereby informed that their goods are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong-Kowloon Wharf and Godown Co., Ltd., at Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 8 p.m. TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after MONDAY, the 6th Sept., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 6th Sept., or they will not be recognised.

All damaged packages will be examined on MONDAY, the 6th Sept., at 3 p.m.

No Fire Insurance has been effected.

F. DE CHAMFORD,  
Agent.

Hongkong, 30th August, 1909. [2]

"MOGUL" LINE OF STEAMERS.  
NOTICE TO CONSIGNEES.

S.S. "ATHOLL,"  
FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th Sept. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th Sept., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th Sept. at 3 p.m.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, 30th August, 1909. [1129]

"BEN" LINE OF STEAMERS.  
NOTICE TO CONSIGNEES.

S.S. "BENVENUE,"  
FROM ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th Sept. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 12th Sept., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th Sept.

No Fire Insurance has been effected.